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CENTRAL INTELLIGENCE AGENCY

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1. On 28 March 1953, Bauberatungsleitung I (construction headquarters) (BBL I) of Bau-Union Nord submitted to the Ministry of the Interior a plan for the construction of the outer basin of the Ruegenhafen project. This preliminary draft planned a monolithic construction system for the bases of the west and east jetties, with the two jetties projecting about 100 meters into the sea, and the employment of monolithic bases of the jetties for the erection of the block-laying gear for the construction of the jetties on the block system. BBL I had not yet made a decision on the construction of the jetties, as the results of current analyses were not yet received from Berlin. BBL I proposed, concerning the interior construction of the outer basin, that the butt end of the quay wall be built on the monolithic system between steel concrete pile sheetings, and that up to the jetties the quay walls be built on the block system, and set the target date for the completion of the west jetty for 30 June 1953. BBL I believed that it would not be possible to begin with the block-laying operations prior to 5 September 1953, as the jetty base would only be completed by 1 September 1953. A total of 70 working days would then be available until the end of 1953, deducting Sundays and other days and allowing for poor output during the initial period of employment of the block-laying gear. BBL I calculated that 4 or 5 blocks could be laid per day or a total of 300 blocks as far out as the 4-meter water line by the end of 1953; that the base of the east jetty could be completed by 15 August 1953; that the block-laying operations could start on 5 September 1953, if the block-laying gear arrived on time; that during seventy working days, 300 blocks or 320 meters up to the 6-meter water line could be built; and that in the outer basin only the monolithic operations in Bauhafen West (western building basin) and the monolithic section of the quay wall west of the east jetty could be completed, as the block-laying gear would still be needed for work on the jetties until the end of 1953 and, some of them, even until early 1954.

2. Following is a computation of costs [redacted] for construction work at the outer basin in 1953: 25X1

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Item	Quantities	Kind of Work	in Eastmarks Basic Price	in Eastmarks Total
1		Shipping costs for delivery of apparatus, freight and unloading costs, conveyance by trucks and installation of gear		86,000.00
2	15,800	meters of 600-mm gauge rails for the conveyance of building materials including switches per meter	3.05	48,190.00
3	3,950	meters of S-49 profile rails for laying the block-transportation tracks including switches per meter	26.50	104,675.00
4	2,000	meters of S-49 rails with foot plate for laying the railroad track per meter	15.00	30,000.00
5	840	meters of 8-type tracks for mixer tracks per meter	26.10	21,925.00
6	950	square meters to be laid for erecting the cement shed at Koenigshoern per square meter	45.00	11,250.00
7	1	cement shed to be erected for the storage of 4,000 tons of cement at the transhipment basin		1,200,000.00
8	14,500	square meters of approach road with water-bound surface including earth work to be built per square meter	25.00	365,500.00
9	950	square meters of single-storied low buildings to quarter administrative and supervisory personnel per square meter	110.00	82,500.00
10	500	square meters for day accommodation per square meter	100.00	50,000.00
11	10,000	meters of lighting installation including lighting fixtures and masts per meter	3.75	37,500.00
12		water supply for building work including elevated tank, pump station and pressure line		54,000.00
13	240	square meters of floor space for store sheds to be built per square meter	55.00	13,200.00

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14	2,500	square meters of gravel and chippings (bunker) per square meter	3.00	7,500.00
15		elevator buildings for additional concrete materials and binding materials		5,000.00
16		transhipment area near Bobbin-Juliusruh road (earth work, ramps, boxes and roads)		5,000.00
17	5,200	cubic meters of concrete for the manufacture of blocks per cubic meter	120.00	624,000.00
18	3,850	cubic meters for the foundations of the gantry crane per cubic meter	145.00	558,250.00
19	80,000	square meters of shrubs and other vegetation to be removed on building site per square meter	1.10	88,000.00
20	280,000	cubic meters to be excavated at Koenigshoern including other excavation work to prepare the building site, including transportation and tilting operations per cubic meter	9.50	2,660,000.00
21	98,000	square meters to make rough leveling per square meter	0.30	29,400.00
22	2,000	groyne piles including timber work per piece	120.00	240,000.00
23	1,200	cubic meters to be excavated for foundation ditches per cubic meter	12.50	15,000.00
24	2,540	square meters of meterial for stiffening the foundation ditch per square meter	4.50	11,430.00
25	5,000	cubic meters of concrete to be made for the jetty root and the monolithic section of the west and east jetty per cubic meter	125.00	725,000.00
26	1,500	cubic meters of fascines to be supplied and sunk per cubic meter	22.50	22,750.00
27	500	square meters of head stone pavement to be made per square meter	35.00	17,500.00

28	37,000	cubic meters of concrete to be made in 15-cubic meter blocks, and 24-cubic meter blocks, to be placed on cars by means of a crane and to be carried over a distance of up to 500 meters per cubic meter	180.00	6,660,000.00
29	525	54-ton concrete blocks to be lifted from the cars by the laying gear and to be placed on the sea bottom, including the leveling of the bottom per piece	210.00	110,250.00
30	525	concrete blocks as above, but to be placed atop the base block per piece	85.00	44,625.00
40	238	35-ton concrete blocks to be lifted from the car, by a floating crane and to be placed on the bottom of the sea including the leveling of the bottom per piece	210.00	49,980.00
41	450	concrete blocks as above, to be placed on the bottom block per piece	140.00	63,000.00
42	12	iron bollards to be supplied and fitted in per piece	1,200.00	14,400.00
43	20,000	tons of stones to be fished and be used to protect the base of the construction per ton	55.00	1,100,000.00
44	790	meters of quay wall of double-sided steel concrete pilings filled with gravel and sandy concrete including concrete plate per meter	10,000.00	7,900,000.00
45	1,200	meters of jetty road to be constructed as a pavement in rows including the sewerage per meter	405.00	486,000.00
46	1,200	meters of national-railroad tracks per meter	250.00	300,000.00
			Grand Total	24,144,825.00
		For preparation of building site 6 percent of 24,144,825.00		1,448,690.00
		For operations on the building site 7 percent of 24,144,825.00		1,690,140.00
				27,283,655.00

To be carried over:	27,283,655.00
For special work, additional wages and salaries, bad weather bonuses, laying-ups(sic) and minor work not specified 40 percent of 27,283,655.00	10,913,460.00
Grand Total	38,197,115.00

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3. [redacted] a preliminary plan was drafted in cooperation with the Bolt planning group. This first study contained general sketches indicating the line of the jetties and the course of the channel and also included a target list and a financial plan and the entire arrangement of the building site. The erection of the single-storied administration buildings and dwelling camp A were the first preparatory measures preceeding the actual building operations. Planning group Bolt laid down the axes of the channel as well as of the jetties, after Bolt had been transferred to HV Seepolizei (Sea Police Main Administration) where he had apparently received detailed instruction or had made appropriate suggestions. In early June, VEB Bau Union Magdeburg received orders to carry out experimental drillings in the axis of the channel in Tromper Wiek and the Grosser Jasmunder Bodden. Although it was emphasized that the first step to be taken for the construction of maritime installations was the building of a sheltering harbor in Tromper Wiek, no efforts and interviews with high-ranking authorities (former Office for Economic Problems) made it possible to start work with the stone-fishing vessels required for these operations in the summer of 1952. It was not until October that motor vessels OTTO and PIONIER could be chartered and be used in stone fishing. Meanwhile the bad weather season had come and stone fishing was seriously handicapped. It was possible, however, to raise the protecting mole to a height of + 1 meter above mean sea level (MSL) and to give its landing stage a total length of 200 meters. In early August 1952, two high-lift Abus Aufbau-type dipper dredges of 0.75 cubic meter capacity were made available and were used in excavation work at Koenigshoern to level the site for the installation of the building arrangements at the base of the west jetty. It was, however, only possible to put the excavated material aside, as no tracks or cars or locomotives were available, although they had repeatedly been applied for. A plan for Projekt Nord (concerning the outer basin, the canal and the hutment) was drafted in cooperation with planning group Bolt. This draft was based on the study draft which had been prepared in July and was forwarded to Bolt in early October 1952 to be submitted to, and approved by, the Government Commission. This draft had for the most part been prepared by the joint engineering committee at Bau Union Nord. According to government orders construction work at the sheltering harbor and excavation work at Koenigshoern had been initiated, but lack of gear and labor made steady and economical working impossible. The chief cause of delay in the operations was that work had to be done without confirmed specifications. Construction work on the base of the west jetty began in 1953 according to previous known plans, although, even at that time, no confirmed specifications were available. Orders for pile-driving operations were placed with a private firm which had a special type of pile drivers required for the construction of groynes. No difficulties were experienced in the supply of piles, square lumber, fascines and other pertinent materials. The construction of the sheltering harbor continued in 1953, when three more fishing cutters for stone fishing could be made available. Motor vessel PIONIER which had proved uneconomical because of her small size and poor seaworthiness could, therefore, be released. From January to March, stone fishing was continued despite bad weather, with the stones thus gained built into the protecting mole. Stones lying on the beach or in shallow water were also gathered and built into the jetty from the land side.

Although at several conferences and in reports it had been emphasized that stone fishing during the winter months was uneconomical and caused higher expenses for quayage and demurrage, these increased costs for the construction of the sheltering basin had to be put up with, because the sea-going dredges were scheduled to start operations in early March. The exact position of the axis of the east jetty was given by Mr Bolt in early January. Preparatory measures for the construction, such as cutting down trees on the slopes, leveling the area for the tracks on which the arriving building materials and blocks were to be shipped, were initiated. The jetty base was planned to be made like the west jetty. No plan documents for this kind of work had been received. Work on the building site started in 1952. Weddeort transhipment harbor was partially dredged by the Deutsche Seebaggerei (German Sea Dredging Co). Five dipper pedestals and the entire track system were built. The transportation track between the transhipment harbor and Ruegen-Radio, including excavation work, was also completed in 1952, and the excavation work for the block-making factory also started. Assuming that the arrangement of the site for the entire outer basin was known, the report only mentioned that the building site arrangement for the outer basin was also prepared by the joint engineering committee at Bau Union Nord. In November, the general plan of the building site installations was carefully checked, approved and recorded by the technical commission in the presence of Mr Kloeckner (fnu) for VEB Brandenburg Bau Union, Mr Wubus (fnu) for HV Bauindustrie, Mr. Schadow (fnu) for the Ministry of the Interior, Mr Bolt (fnu) for Sea Police Main Administration, Mr Pfeiffer (fnu) and Mr Wieghorst (fnu) for VEB Bau Union Nord, with no official authority, however, approving the plan of the building site. Lack of unconfirmed plan documents had unfavorable effects on the building program and even led some people to believe that the project was not taken seriously by higher headquarters and that the studies and other preliminary documents were not considered or examined. This was pointed out at the first Weisses Haus (White House) technical conference. The report concluded that the work for the arrangement of the building site, as well as the construction of the sheltering basin, could have made much better progress if the required gear had been available in time and clear instructions concerning the construction of the outer basin had been issued by the Ministry; if the laborers who came from all over East Germany during the building period had proved capable of understanding their tasks and been more reliable, and if the trade unions and party organizations in the building area had been cooperative. The report stated that it had been impossible to set up a party organization within the building area management.

[redacted] Comment. The outer basin is the construction of the west jetty with the western outer basin and the east jetty with the eastern outer basin and turning basin. According to the original plan prepared by the East German government, outer basin west was to have a total quayage of 2,300 meters at a depth of 12 meters along a quay length of 700 meters, of 8 meters along 800 meters, and of 4 meters along 500 and 300 meters of quay. Outer basin east was to get a total quayage of 2,150 meters with a water depth of 12 meters along 450 meters of quay, of 10 meters along 800 meters, 8 meters along 600 meters and 6 meters along 300 meters. The turning basin, which was to be 12 meters deep with an entrance width of 300 meters, was to have 600 meters in diameter. One large and one medium-sized fueling basin were scheduled to be built in the eastern outer harbor. [redacted]

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